

Traffic and Access Assessment

The Future of the Former Stone Industrial Property

City of College Park Community Meeting

April 5, 2021

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Overview

- ▶ Traffic Impact Background
- ▶ Trip Generation Rate Comparisons
 - ▶ Conceptual Townhome Program
 - ▶ Conceptual Market Place Program
 - ▶ Conceptual Programs Comparison
- ▶ Access Conditions
- ▶ Question & Answer

Traffic Impact Background

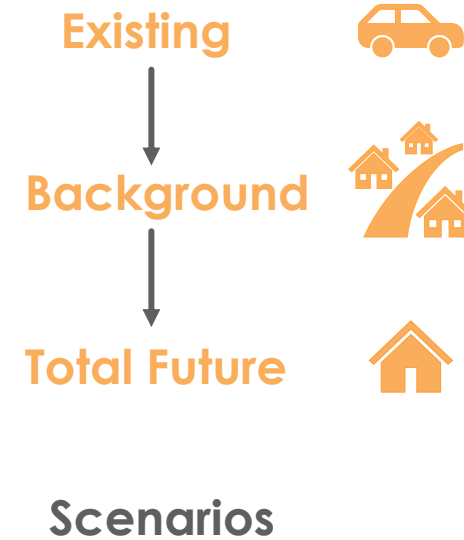
What are the important parts of a Traffic Impact Study?



**Rush Hour
Conditions**

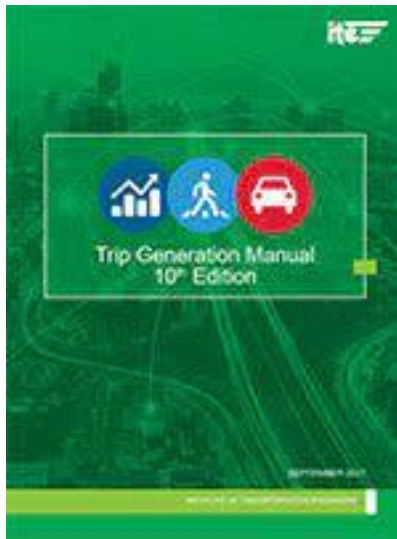


**Study
Intersections**

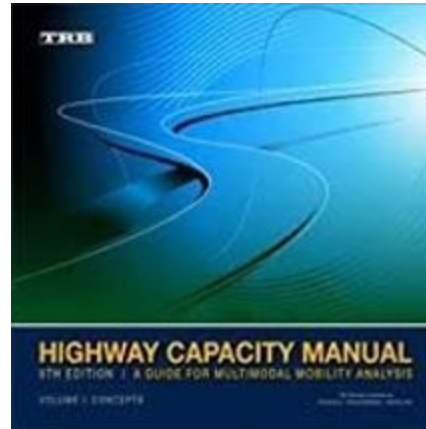


Traffic Impact Background

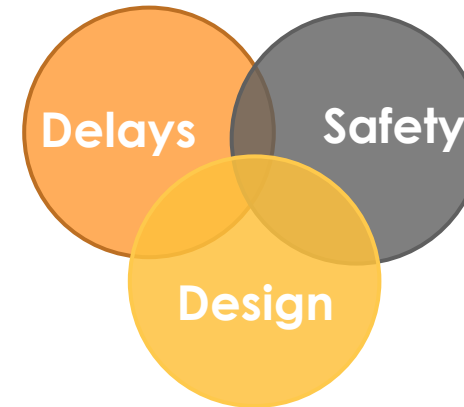
What sources are used to conduct the study and make recommendations?



**Institute of
Transportation Engineers
(ITE) Trip Generation**



**Calculate Delays with
the Highway Capacity
Manual (HCM)**



**Local Guidance
to Balance Trade-
Offs**

Trip Generation and Parking Rates

ITE 10th Edition Trip Generation Rates

Prince George's County Zoning Code Parking Rates

Land Use	AM Peak	PM Peak	Parking
Single-family residential	0.74 trips/unit	0.99 trips/unit	2.0 per unit
Townhomes	0.46 trips/unit	0.56 trips/unit	2.04 per unit
Multi-family residential (apartments/condos)	0.36 trips/unit	0.44 trips/unit	1.33 per unit (near metro)
Age restricted housing (apartments, condos, or townhomes)	0.19 trips/unit	0.23 trips/unit	0.66 per unit
Office	1.16 trips/KSF	1.15 trips/KSF	1 per 400 SF*
Retail	0.94 trips/KSF	3.81 trips/KSF	1 per 250 SF
Industrial	0.7 trips/KSF	0.63 trips/KSF	1 per 500 SF

* Parking rate for office is 1 per 250 SF for first 2,000 SF. Thereafter, rate is 1 per 400 SF.

Trip Generation Comparisons

Assumes 10-acre site and densities allowed by zoning

Land Use	Size	AM Peak Trips	PM Peak Trips	Required Parking
Single-family residential	67 units	50	66	134
Townhomes	163 units	76	91	333
Multi-family residential	480 units	173	211	638
Age restricted housing	490 units	93	113	323
Office	326,700 SF	379	376	820
Retail	326,700 SF	307	1,245	1,307
Industrial	130,680 SF	91	82	261



Note: ITE also provides equations for some land uses, which may be more appropriate to use than rates in some cases. Only rates have been used for the purposes of comparison.

Conceptual Townhome Program



Source: Soltesz, LLC dated
February 2020

Conceptual Townhome Program

- ▶ Assumptions
 - ▶ 230 DU
 - ▶ ITE Land Use Code 220
 - ▶ Required parking spaces from [zoning code](#) ratio of 2.04 per dwelling unit. Does not account for any reductions that may be taken.

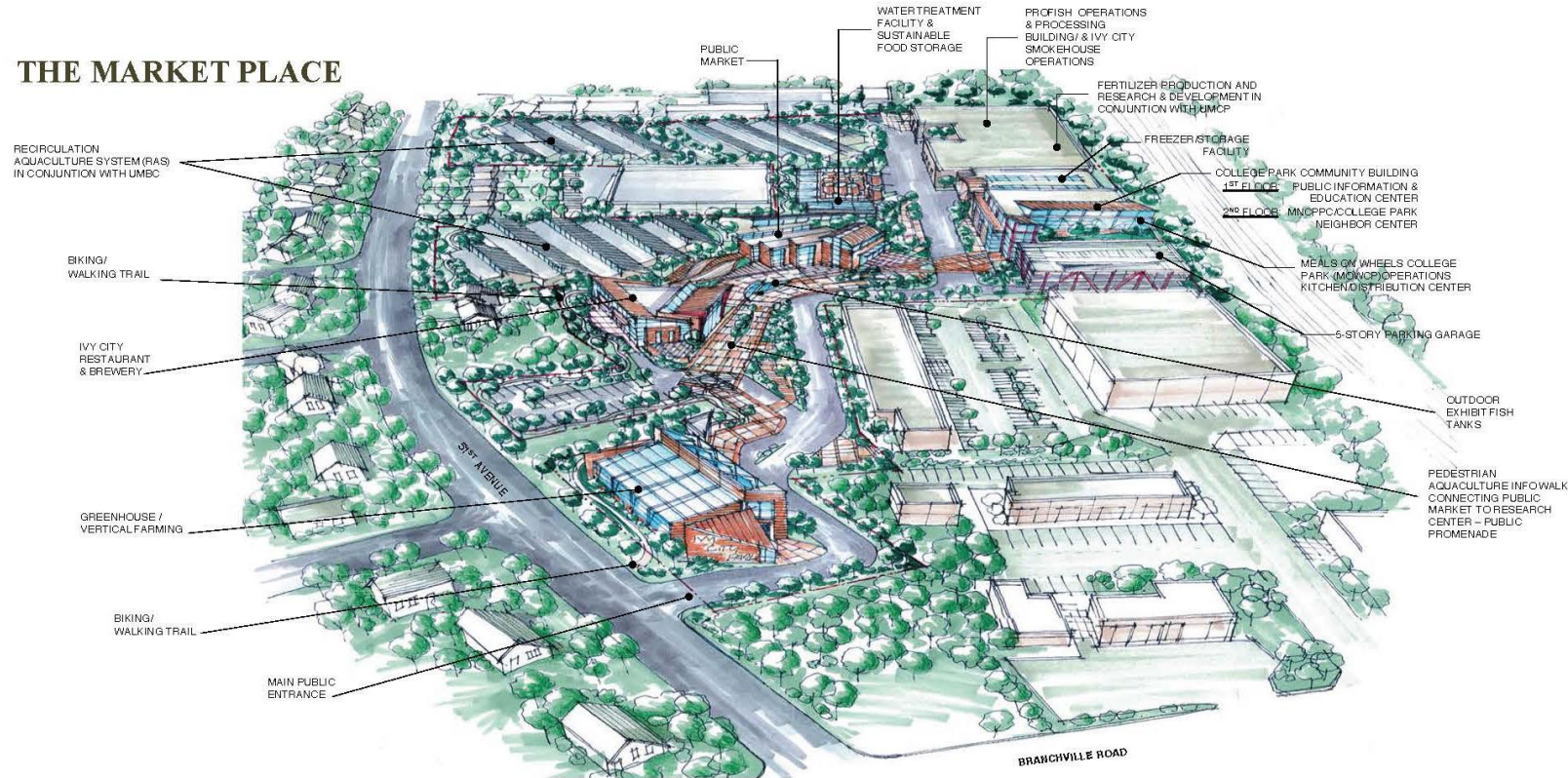
Land Use	AM Peak Trips	PM Peak Trips	Required Parking
230 Townhomes	106	129	~469



Note: Non-auto reductions may be taken for some sites with a more urban context than ITE data sites. Reductions have not been applied in this case for comparison purposes.

Conceptual Market Place Program

THE MARKET PLACE



Source: PGN Architects,
dated October 2020



PGN ARCHITECTS

Master Land Development Program

210 7th Street S.E.
Washington D.C. 20003
202.822.5995

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Conceptual Market Place Program

- ▶ Assumptions
 - ▶ 82K SF of retail, 442K SF of industrial, and 30K SF of recreational community center
 - ▶ ITE Land Use Codes 820 (Shopping Center), 110 (General Light Industrial), and 495 (Recreational Community Center)
 - ▶ Required parking spaces from [zoning code](#)

Land Use	AM Peak Trips	PM Peak Trips	Required Parking
82K SF Retail, 442K SF Industrial, 30K SF Community Center	439	659	~1,587



Note: ITE does not have an obvious land use code that matches the development program, given the mixed-use nature of the programming. Estimates are for order of magnitude only.

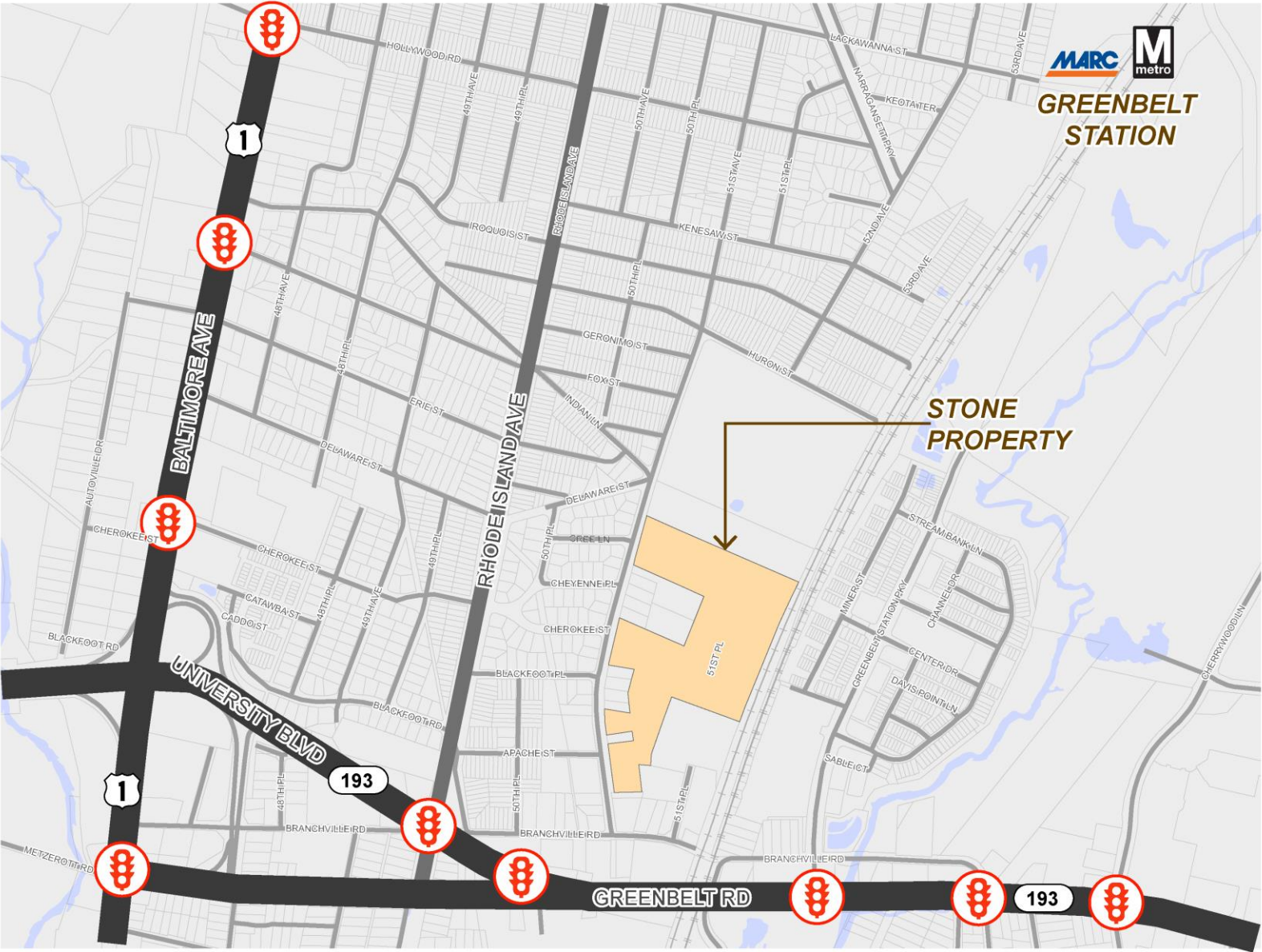
Conceptual Programs Comparison

Land Use	AM Peak Trips	PM Peak Trips	Required Parking
82K SF Retail, 442K SF Industrial, 30K SF Community Center	439	659	1,587
Townhomes	106	129	469
<i>Difference</i>	333	530	1,118



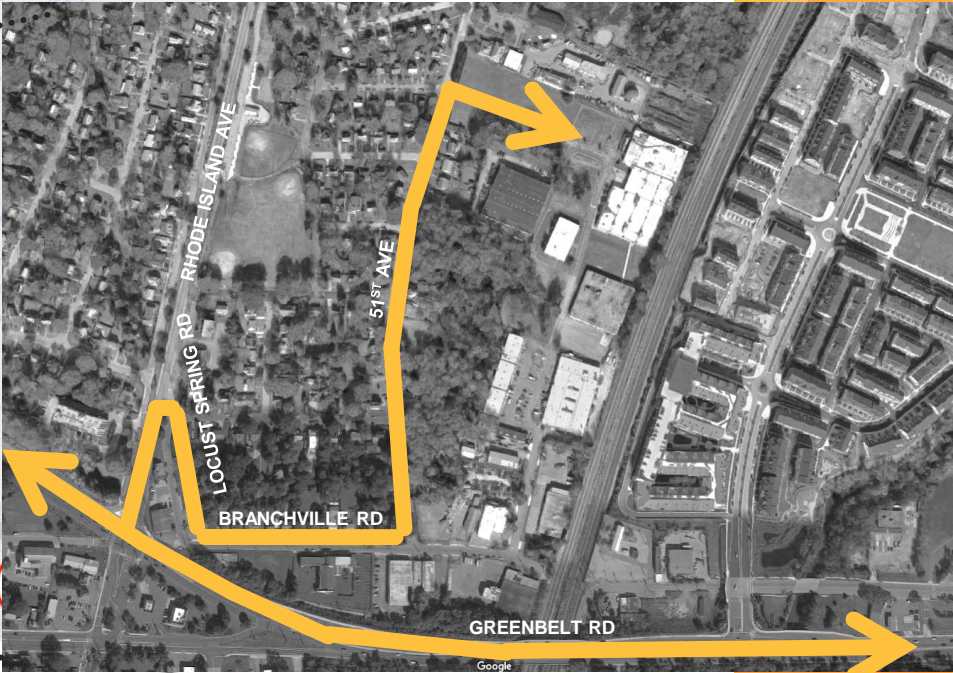
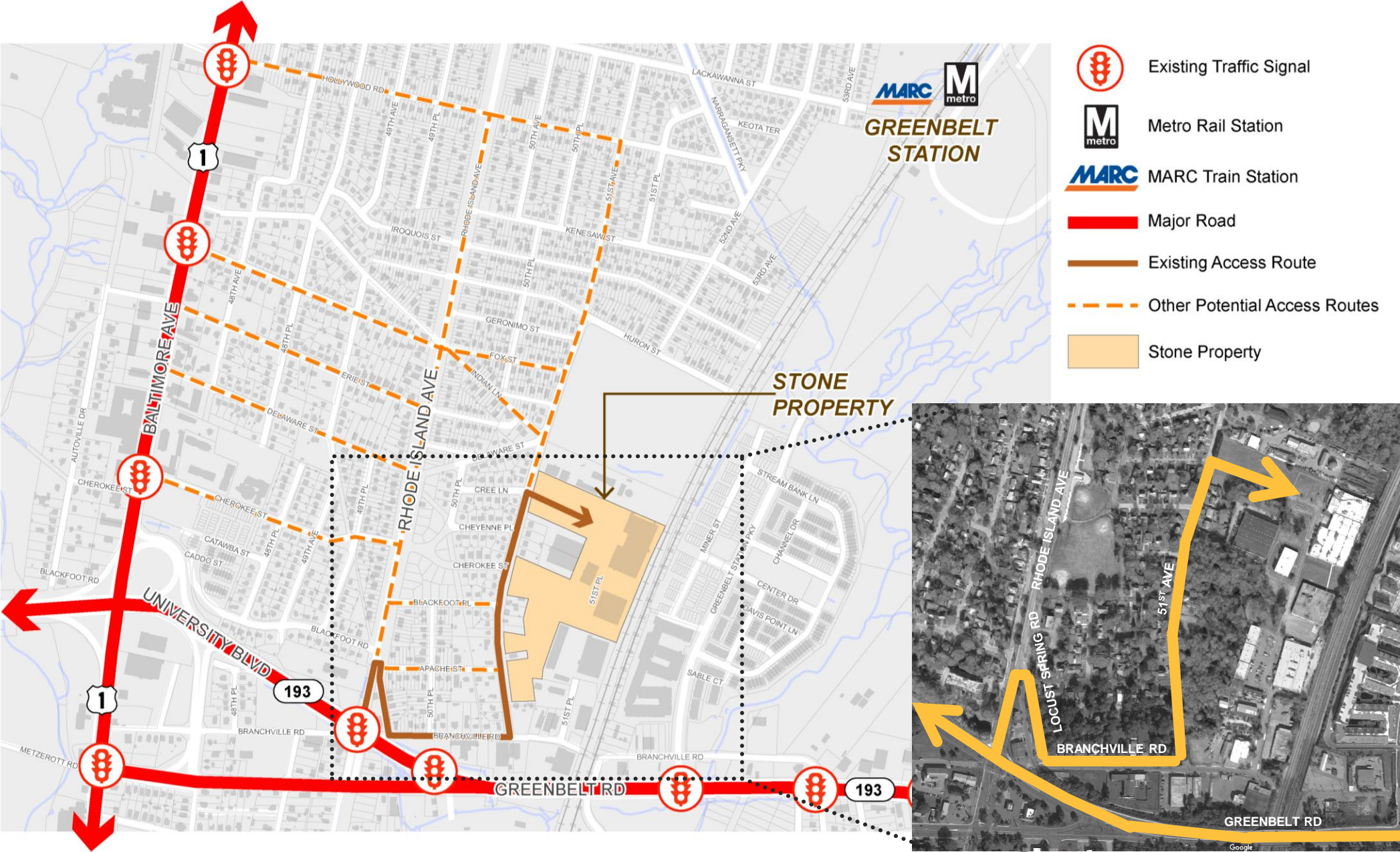
Note: These estimates are not final, nor have they been determined in conjunction with potential owners. Estimates are for order of magnitude only.

Access Conditions – Roadway Network

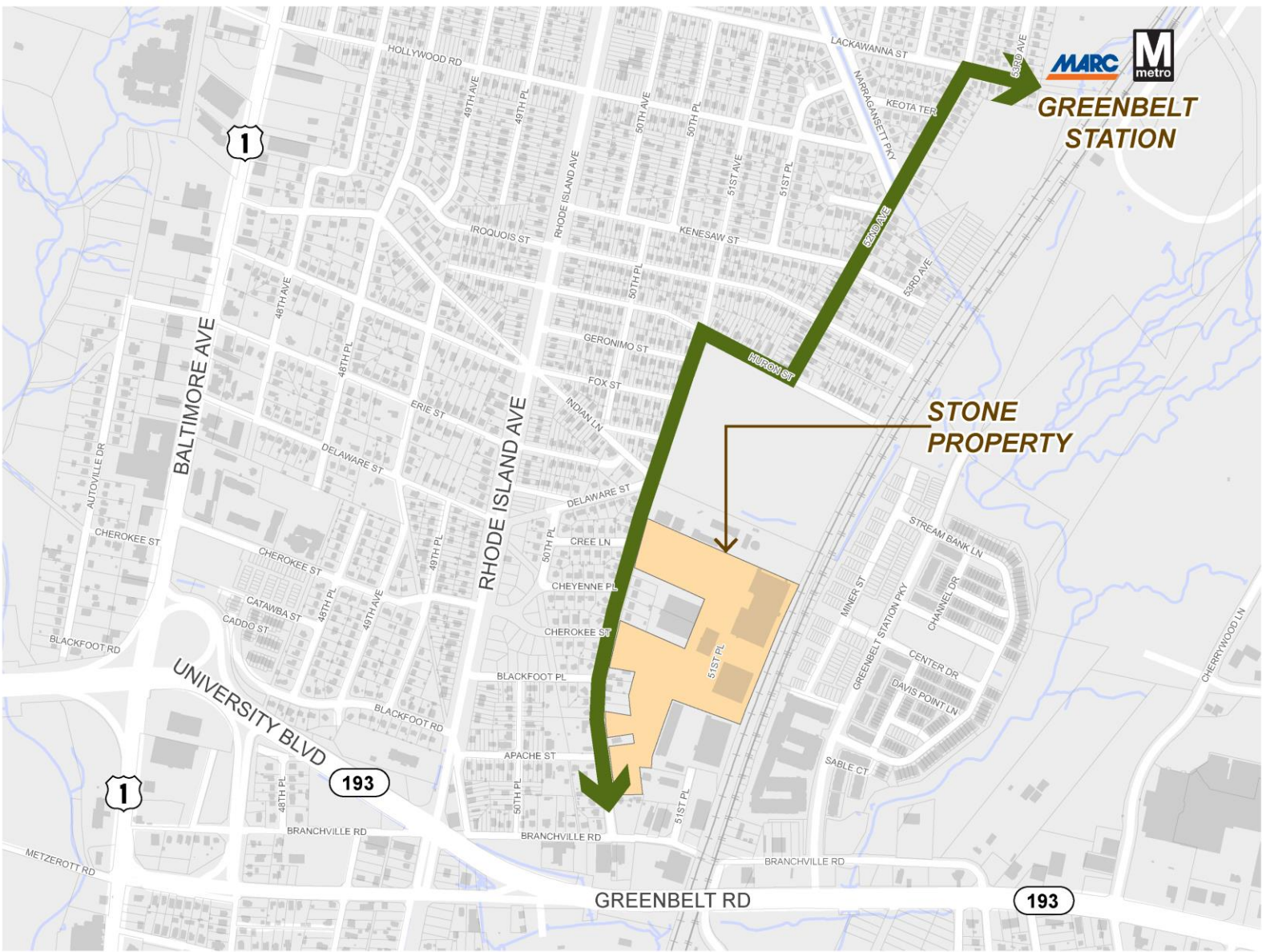


-  Existing Traffic Signal
-  Metro Rail Station
-  MARC Train Station
-  Major Road
-  Connector Road
-  Neighborhood Streets
-  Stone Property

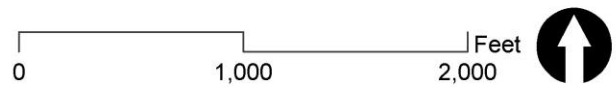
Access Conditions – Vehicular Access



Access Conditions – Pedestrian and Bicycle Connection to Train Stations



-  Existing Traffic Signal
-  Metro Rail Station
-  MARC Train Station
-  Access to Train Stations
-  Stone Property



Questions?